

Notations.

S. G. HILL, D.D.S.,
AMERICAN DENTIST.

WINDSOR HOTEL, No. 16, Queen's Road.
OFFICE HOURS:—
 10 to 12 A.M. 2 to 3 P.M.
 Hongkong, 3rd January, 1897. [1-m 50]

NOTICE.

DURING the Temporary Absence of Dr.
NOBLE,
F. H. BOWERS, D.D.S.,
will carry on the BUSINESS of Doctor
NOBLE & Co., DENTAL SURGEONS.
Hongkong, 8th January, 1893. 84

THE
WEST POINT BUILDING COMPANY,
LIMITED.

NOTICE is hereby given that the **NINTH ORDINARY MEETING** of Shareholders in this Company will be held at the **COMPANY'S OFFICES, Victoria Buildings, on FRIDAY the 28th January, 1893, at 2.30 o'clock A.M.** for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1892.

The Register of Shareholders of the Company will be **CLOSED** on **WEDNESDAY, the 26th January, 1893, and on FRIDAY, the 28th January, 1893, (both days inclusive),** during which period no Transfer of Shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,
Secretary to the HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
General Agents for the WEST POINT BUILD-
ING COMPANY, LIMITED.
Hongkong, 21st January, 1898. (9)

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TENTH ORDINARY MEETING of Shareholders in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on FRIDAY, the 28th January, 1898, at 12 o'clock (Noon), for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December 1897.

The Register of Shares of the Company will be CLOSED from WEDNESDAY the 19th to FRIDAY the 21st January, 1898, (both days inclusive), during which period no Transfer of Shares can be registered.

A SHELTON KOOPER,
Secretary.
Hongkong, 11th January, 1898. [9

**THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.**

NOTICE is hereby given that the NINTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on FRIDAY, the 28th January, 1898, at 3 o'clock in the afternoon for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December 1897.

The Register of the Shares of the Company will be CLOSED from SATURDAY, the 22nd January, to FRIDAY, the 28th January, (6 days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,
Secretary to the HONGKONG LAND INVESTMENT
AND AGENCY Co., LD.
General Agents for the KOWLOON LAND AND
BUILDING Co., LD.
Hongkong, 14th January, 1898.

HONGKONG, CANTON, AND MACAO
STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.
THE SIXTY-THIRD ORDINARY HAL

ANNUAL MEETING OF SHAREHOLDERS in the COMPANY will be held at the **OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on SATURDAY, 29th instant, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring Dividend, and electing auditors.**

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 31st instant inclusive.
By Order of the Board of Directors.

T. ARNOLD,
Secretary
Hongkong, 11th January, 1848

ADmirALTY WORKS DEPARTMENT
TENDERS are invited for the supply of
Bullion for the use of the Admiralty.

The gliders to be twenty eight feet long,

less than twenty or more than 26 inches diameter and flange in compression not less than 12 inches wide, and capable of carrying safe load of twenty four tons uniformly distributed.

Each tender to state a time within which delivery can be guaranteed, and to be accompanied by a fully-dimensioned section of

girder tendered for, or if not of constant recti-
a fully dimensioned elevation. If joists occu-
in plates or bays, details must be given of the

such details of joints as the Admiralty may direct.

velopes mailed on the outside " Tender
Girders " addressed to the Commodore, N. Y.
Yard, Hongkong and delivered at or by
Noon on WEDNESDAY, the 26th inst.

Contractors wishing to submit a section glider for approval before tendering must forward the same to the Commodore before 2 instant.

Hongkong Naval Yard,
17th January, 1898.

THE UNIVERSITY OF CHICAGO LIBRARY

RATES OF FREIGHT BY CONFERENCE LINES.			
	General Cargo.	W. SSK.	Tea.
Shanghai to:—			
London	30/0	32/6	30/0
Northern Coast. Ports	34/0	32/6	30/0
New York via London	37/0	40/0	37/0
Baltimore via London	43/6	40/0	43/6
Konigsberg via London	37/0	40/0	37/0
Manchester	43/6	43/0	41/0
Liverpool	37/0	40/0	37/0
Hamburg	30/0	34/0	30/0

Above rates are subject to a deferred return, as per Conference Clauses.

BRITAIN AND CHINA

The British Admiral is now at Nagasaki with a portion of the fleet, having evidently concluded that there is no further need for him to remain in Korean or North China waters. It is believed that the Chinese Government is willing to accede to all the conditions suggested for the loan, with the exception of the proviso that the Yangtze Valley be opened to foreign trade.

On the 29th ult. a man named Paulsen, a German, walked into the office of Mr. F. Schroeder, of the *Eastern World*, Yokohama, accompanied by another individual of the same nationality carrying a bundle of books. Hedemans told that Mr. Schroeder should pay him \$5, and, as he declined, drew a revolver and threatened to shoot him. Meantime, the other German made for the door and set his back against it to prevent Mr. Schroeder from summoning any assistance. Mr. Schroeder then called to his clerk who was outside to run for the police, and made several attempts to open the door, but was prevented by the two men. The man who was with Paulsen then ran away, and when the police arrived they found that he must have taken the revolver previously held by the latter, as it was nowhere to be found on him or about the premises. Paulsen was taken to the German Consulate, but afterwards released as the Consul was absent. It seems that Mr. Schroeder had once before failed to bring a libel suit against Paulsen, who was inquired to him for many favours in the past, and this probably had something to do with the outrage.

...shipper" has paid a tribute to past and present builders by noting that the *Hanawa*, which has just become a wreck on the Norfolk coast, was built in 1793 and has carried coals up and down the coast lucrautively ever since.

The Band of the K. O. L. Regiment will play the following programme at the Officers' Mess on Friday next, from 8 to 10 p.m. :—

Overture	Flores Burcha
Selection	Polka
Yodel	Yodel
Valze	March
Polka	Polka
Waltz	Waltz
March	March
Cornet Solo	Cornet Solo
Crane of Kinross	Lullaby

AT Nagasaki on the 8th instant the following train-of-war were in port.—Russian, *Pamlat Azov* (flagship), *Kurik*, *Kedrin*, and *Shtoomsk*. U.S.S. *Olympia* (flagship), and H.M.S.'S. *Rainbow*. The *Tokumi Maru* has been chartered by the British Government to load English coal at Nagasaki for the fleet. H.M.S. *Radiola* arrived on the 2nd instant from Port Hamilton and left on the 4th instant for Chemoipo. H.M.S. *Rainbow* arrived on the 5th instant from Chemoipo to coal; she would probably stay till the 9th instant. Commodore Dewey relieved Admiral McNeil on the 3rd inst., and latter with his staff went home by the *Copile*.

A COREAN gentleman of position writes from Seoul to a friend in Shanghai:—"The political aspects of Korea are discouraging beyond hope. The Russian influence is paramount in the Government, and that influence patronises and supports only such men as will sell Corea for a position. The Finance Department, whose resources were hounded by Mr. McLeary Brown, is now in the hands of a Russian. From six to seven hundred thousand dollars were wasted in two weeks, nobody knows how. The Russians seem to be working up for a loan to Corea. No wonder; for with the Ministry of Foreign Affairs and of Finance nothing but slaves in their hands, they can make the Corean Government accept any terms for a loan, say a half of Corea for three or four million roubles. Things are in the most discouraging condition all round."

A TELEGRAM received recently from Changha by the Shanghai mandarins states that the gentry and merchants of Human and Hupeh intend to run a line of steamers between Hankow, Shast, Wuchang, Ichang, and points in Lake Tungting, as far as Changha, the capital of Hunan. The steamers of the new company will be allowed to carry cargo in addition to passengers and tow junks in the waters not yet opened by treaty to foreign vessels. This prohibition to carry cargo for fear of evading likin duty has been the great obstacle to native merchants establishing successful steamship companies in inland waters. In a confidential telegraphic dispatch from the Viceroy Chang Chi-ling to Governor Ch'ao Pao-ch'iao of Hunan, the former earnestly wishes the latter to be prepared for the opening season of Hunan to foreign international trade, and advises Governor Ch'ao to encourage the Hunanese to be prepared to compete in trade with foreigners by having their own steamers and cargo transporting facilities. In conclusion the Viceroy Chang says: "I am never far wrong in my political forecasts and I can assure you that the time has arrived when neither you people nor the Central Government will be able to prevent Human province from being opened to international commerce."

MESSES Wheelock & Co.'s Coal Market Report dated Shanghai, 14th January, says:—Coal.—Human.—Has still an upward tendency, and a large business could have been done had it been possible to obtain cargoes of any kind, but owing to the entire absence of tonnage, and the continued scarcity of coal in Japan, the supplies to this are very limited, and arrivals have been to actual consumers, with the exception of small quantities to fulfill native contracts. It is almost certain that our largest dealer, who suspended payment a few days ago, will be carried over to any rate until after the Chinese New Year Festival.—Is not now much enquired for. Sydney Wellington.—In our last we reported that there was some doubt of a seller having been fixed at 27/-, but it has since come to light that business did take place at 25/- per ton, and there are still further enquiries at this latter figure. Quotations.—The undernoted figures are based on the most recent settlements for cargoes to arrive, and do not represent the present market rates for coals to stock, which fluctuate with the supply and demand.—Cardiff, ex godown Tis. 17.00 per ton. American Anthracite, ex godown Tis. 15.00 per ton nominal. Sydney Wellington steamer cargo, ex godown 15.00 per ton nominal. Steamer Tis. 7.25 to 8.00 per ton, and all contracted for.

MESSES Benjamin, Kelly and Potts, in their *Weekly Share Report*, dated Hongkong, Tuesday, 16th January, say:—In spite of the deep approach of China New Year a business has been done and stocks remain steady. The Bank Australian Gold Mining Company, Limited, has declared a dividend of 5/- per share, payable on the 7th February, the transfer books close from the 30th instant to 7th February. Notice is also given that a call of 1/- per share has been made payable on or before the 7th February. Dividends will be appropriated by the Company in payment of call and all scrip endorsed.—Hongkong and Shanghai Banks are quiet but steady with small falls at 18/- per cent premium. London quotation has advanced to £45 15/8. The Directors propose to pay the usual dividend of 25/- for the Half Year, place \$1,000,000. National remains about \$40 with no business to report. Passengers are much firmer and can be placed at \$6.75 owing to the receipt of the following wire from the Mine: "Have struck the reef in the North Shaft at a depth of 17 feet below the 200-foot level. Expect to find rich ore deeper." Charbonnages have been fixed at \$107 and \$110. New Balmoral Preference have been sold at \$1.30. Ratings are steady with small sales at 12/-, Olivette B have been sold at \$1. Cotton Mills—Kwoos have changed hands and are steady at 11/- 1/2. Soy Beans have been done at 11/- 1/2. The Company will pay a dividend of 1/- cent for the period up to 31st December last.

INTERESTING SPEECH BY SIR T. SUTHERLAND.
THE RISK OF HONGKONG.
A DEFENCE OF THE SHIPPING CONFERENCE.

The 17th annual meeting of the P. & O. Co. was held in London on the 20th ult., Sir T. Sutherland presiding. The full report of the proceedings is far too long for us to publish but we take the following from the Chairman's speech:—

An amount of £33,799,184, too has been realised by the sale of certain properties belonging formerly to the company in Hongkong. I well remember that the property in question was purchased with a considerable degree of fear and trembling. The future of Hongkong was at this time very uncertain, and it was not till the year who was then, I may say, the principal authority in the company with regard to affairs in China told me himself that he believed that this property which had yielded such a large profit would in the course of a few years be hung over with fishermen's nets, when Hongkong would be deserted for some station in inland China. Happily, we were not deterred by the sombre prophecy in question from acquiring the property, which we have now sold, and, as you are already aware, in the sale of this company's property, the shipping companies in the world, not even excluding London or Liverpool. Perhaps you may ask how it is that Hongkong being so important a station we are able to dispose of our property there, but, as a matter of fact, I may assure you that we have retained all the property necessary for the company's business and requirements. ("Clear, hear.") I need hardly remind you that a great revolution has passed over our business, and over the business of other companies since the late war and the Suez Canal. That revolution has had the result of limiting investments in the way of real estate. At one time we required to hold in places like Hongkong enormous stocks of coal and of stores, and to maintain workshops and factories. Now nothing whatever of that kind is necessary, and, as a matter of fact, I may say that at the present moment the company have something like three-quarters of a million invested in ships, which were formerly invested in stocks of coal, and in workshops and stores at the various stations in the East.

The prospects of business for the present year appear to be favourable throughout the East. If we are not going to have a bumper crop in India it seems likely that we shall have a very fair crop. In Australia there seem to be distinct signs of improvement. After three years of continuous drought it seems there is a prospect of a good harvest and an increase of flocks and herds in that country, and from my point of view it is rather satisfactory that otherwise that rapidly increasing colony are not recovering too suddenly, and people have been saying that Australia appear to be exceedingly careful about employing it, and as a matter of fact the rate of depreciation in Australia has been less than in this country. We have great hopes that the federation of these colonies will be accomplished ere long, and in that case there can be no question but that a far greater future lies before them than the most sanguine person could possibly anticipate, and that they are separated by mere or less divided policies and differential tariffs. With regard to China and Japan, the situation of affairs is somewhat more difficult. We have not arrived yet at the millennium in China, that millennium being, of course, that we Britishers should make all the railways and open out the country in the interests of the Chinese. At the same time, things are moving there; if they are not moving too rapidly. With regard to Japan, the most noticeable fact is that the Japanese have adopted a gold currency, and the result of this step will have a bearing on the use to a considerable extent, if not to the extent of leading about an enormous depreciation in the value of silver for exchange purposes in China, so much so that while we were bringing up to March last by the rice which had taken place in the exchange in India, a corresponding or moderate rate having taken place in the China exchange, at the rate of £1,000,000 a year, the whole of that has disappeared during the last year, and the exchange position in regard to India is exactly the same position it was in at the corresponding twelve months. It is impossible to prophesy what may be the result of this new depreciation in Japan. I imagine we shall see some considerable commotion in business in the country before it finally settles down. At all events one good effect it certainly may have will be that as a gold standard country Japan will be a less serious competitor with our manufacturers than at one time she threatened to be. When we come to the question of the production which has been effected on both sides of India in consequence of cheap silver and cheap labour, and the growth of cotton factories in Bombay and jute factories in Calcutta (and with regard to Jute I should like to mention one single fact which struck me as of stupendous importance—viz., that during the last year Calcutta exported about 350,000,000 pieces of manufactured jute, and that she even exported for the first time, but not for the last time, a quantity of raw jute to England), and when one observes the enormous quantities of jute which has taken place owing to these fluctuations in India, it seems quite certain that we have by no means arrived at the final issue of the struggle between the east and west, and the rivalry in manufacturing power. At this point I wish to interpose some remarks in reply to vehement attacks which have been made upon us owing to our connection with shipping conferences, of which the main burden is that we have fostered the evil spirit, and that the evil spirit has conspired with us to ruin the commerce of the world. One spirited and highly imaginative speaker described us as "Vampires," and I do not know whether you detect any indication of this blood-curdling disposition in the benignant countenances of the gentlemen who surround me at this table. (Laughter.) It is true, however, that we fostered foreign trade at the expense of our own, we should deserve condemnation, but it is not true. This accusation is a very old story. It was a commonly held belief amongst us in the House of Commons ten years ago, when the mail contracts of 1877 were defeated. What I said in the course of that debate remains true to-day, and I was able to convince the House not only that the company had not fostered foreign trade at the expense of English trade, but that they had done everything in their power in the opposite direction, and even made considerable sacrifices, in order to prevent any unfair advantage according to foreign trade. Let the experience of British commerce in what a shipping conference is. Steamship companies may be divided into two classes—First, that which owns the answer or "ocean tramp," and which sails here, there, and everywhere, the Atlantic, the Black Sea, the Indian Ocean, or wherever the changes of good business appear most favourable. The other class owns what are called liners, namely ships more or less like our own, which maintain regular routes, and which sail at certain intervals, whether they carry passengers or cargo, or passengers. These liners may be credited with meeting the everyday requirements of commerce, whereas the latter certainly would not; but it has been found by experience that these regular service are impossible without an understanding between the various companies as to rates of freight, or otherwise these rates would be subject to violent fluctuations, such as would not only be injurious to the

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	Kobe and Yokohama	FRIDAY, 21st January, at Noon
N. Oho	Shanghai,insen, Shimo-Noseki and Kobe	FRIDAY, 21st January, at 4 P.M.
SAGAMI MARU	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 24th January, at 4 P.M.
OMI MARU	SINGAPORE, COLOMBO and BOMBAY	TUESDAY, 15th January, at Noon
YAMAGUCHI MARU	SEATTLE, WASH., via Kobe and Yokohama	THURSDAY, 27th January, at 4 P.M.
S. Kawamuro	THURSDAY ISLAND, TOWNSVILLE, KEPPEL BAY, BRISBANE, SYDNEY, MELBOURNE, MARSEILLES, LONDON, NEW CASTLE, and ANTWERP, via SINGAPORE (Transshipping Cargo for Java Ports), PINANG, COLOMBO and PORT SAID.	FRIDAY, 28th January, at 4 P.M.
YAMASHIRO MARU		
J. Jones		
INADA MARU		THURSDAY, 3rd February, at 4 P.M.
W. B. B. B.		

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 14th January, 1898.

THE WORLD RENOWNED

FRENCH CORSETS
C. P. A LA SIRENE

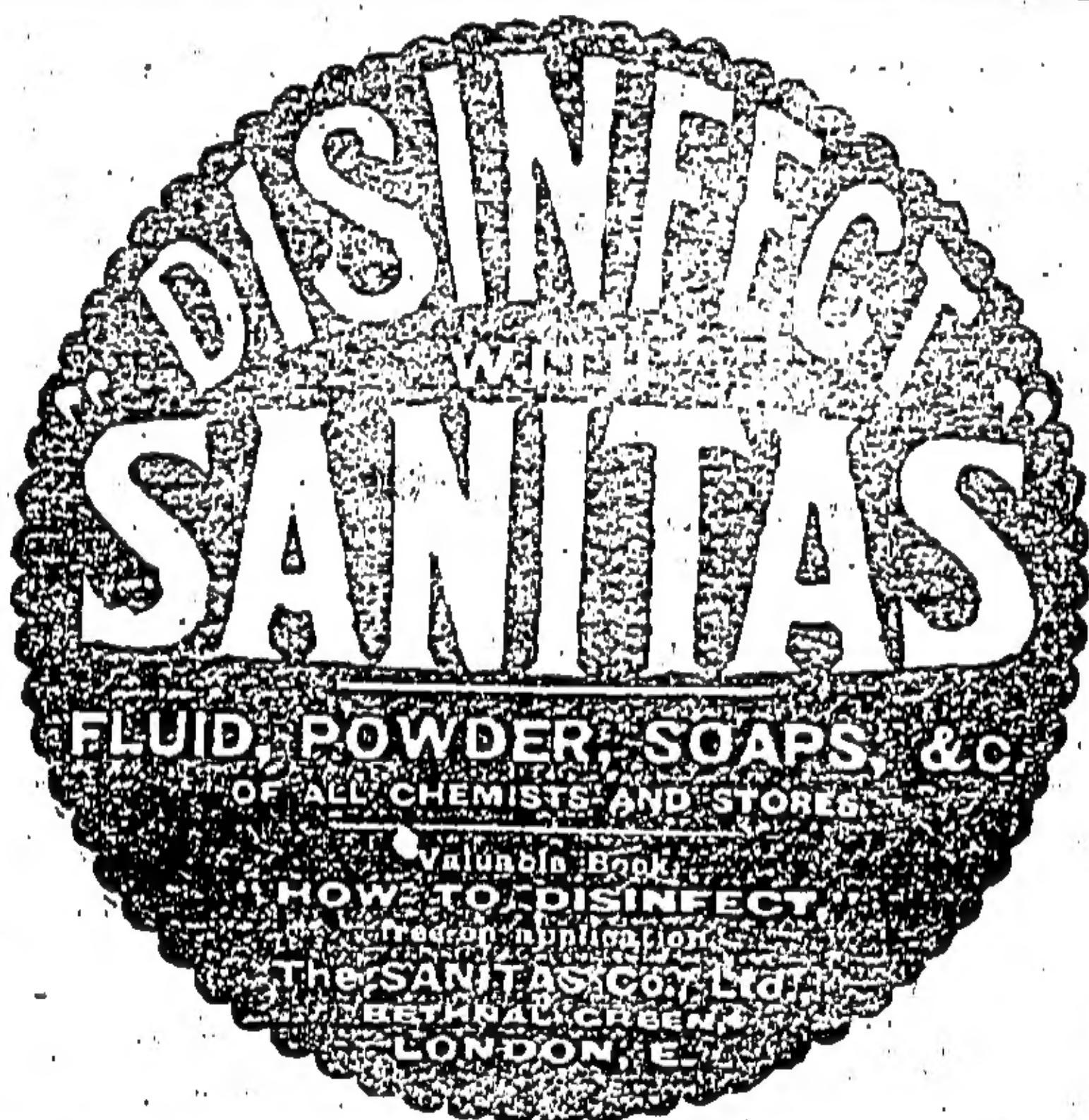
Established 1839, PARIS.

Beware of Spurious Imitations

Only genuine if Labelled and Stamped

C. P. à la Sirene.

APPLY TO M. OPPENHEIMER & Co., PARIS.



SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories - Preserves Factories.

Laboratories of Druggists - Essences Factories

STEAM KITCHENS

BOROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL, CARLILL & Co., Hong Kong.

COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong & the Empire of China—WATKINS & Co., Hongkong.

SERRAVALLO'S
FERRUGINOUS QUININE.THE GREAT AUSTRIAN TONIC
OR
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—
A. S. WATSON & Co.
Hongkong, 1st September, 1894.CARBOLINEUM-AVERARIUS
USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Damages.

Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896.SIEN TING,
SURGEON DENTIST,
No. 10, PAGULAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 17th September, 1895.

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"AMPHITRITE."

Capt. In G. Contarini, will leave for the above ports TO-MORROW, the 20th instant. For Freight or Passage, apply to SANDER & Co., Agents.

Hongkong, 12th January, 1898. [109]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG."

Captain Lehmann, will be despatched for the above ports on FRIDAY, the 21st instant, at Daylight. For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 18th January, 1898. [136]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHINGTU."

Captain Innes, will be despatched as above on FRIDAY, the 21st instant, at Noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th January, 1898. [123]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON."

Captain Magill, will be despatched on FRIDAY, the 21st instant, at 2 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th January, 1898. [129]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"PORT ADELAIDE."

to sail about the 26th January, 1898. S.S. "GHARZEE" about 10th February. S.S. "ARGYLE" 5th March. S.S. "FATHAN" 20th March. S.S. "LENNOX" 10th April. S.S. "ENERGIA" 20th April. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 6th January, 1898. [1913]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Williams, will be despatched on MONDAY, the 22nd instant, at 2 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S. S. Co. and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th January, 1898. [190]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched as above on MONDAY, the 21st instant. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th January, 1898. [132]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"HANSEAT."

Captain C. Hamme, will be despatched as above on or about the 31st instant. To be followed by the S.S. "LYDERHORN" on or about 15th Feb., 1898. S.S. "ORWELL" on or about 28th Feb., 1898. For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 6th January, 1898. [167]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR STRAITS, CEYLON, MEDITERRANEAN PORTS, ANTWERP, BREMEN AND HAMBURG.

THE Company's Extra Steamship

"DARMSTADT"

will be despatched as above on or about the 15th of February, 1898. To be followed by the "CREFELD" on or about the 15th of March, 1898. For Freight or Passage, apply to MELCHERS & Co., Agents.

Hongkong, 28th December, 1897. [1924]

FOR NEW YORK VIA SUEZ CANAL.

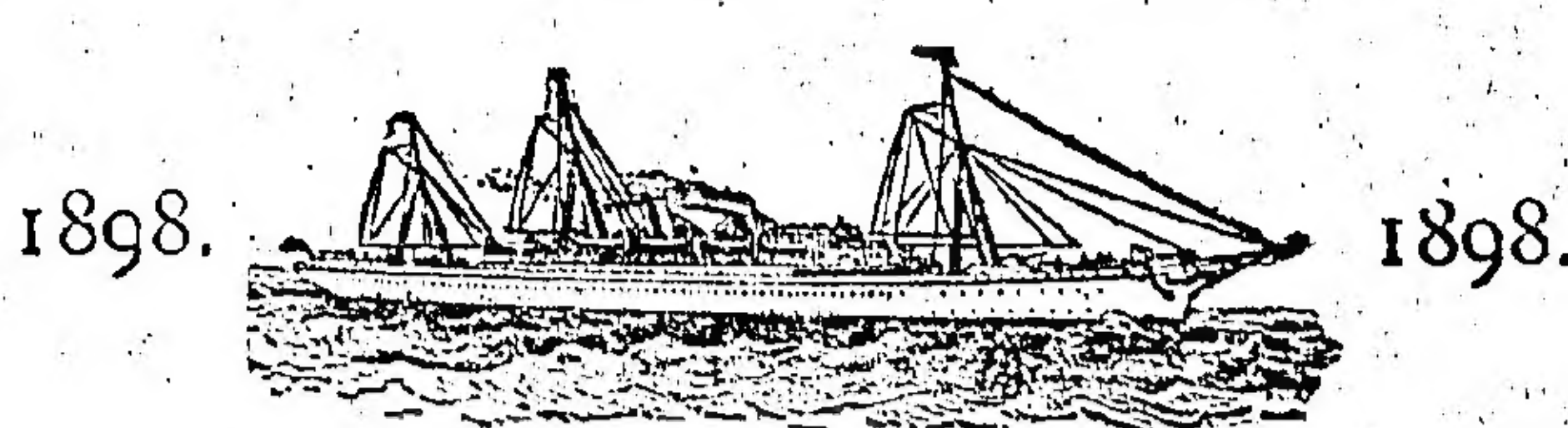
THE Steamship

"LYDERHORN."

will be despatched as above on or about the 15th of February. To be followed by the S.S. "ORWELL" on or about the 28th of February. For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 13th January, 1898. [113]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 16th Feb., 1898.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 16th Mar., 1898.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R., WEDNESDAY, 6th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 19th January, 1898

D. E. BROWN, General Agent,
Paddar's Street. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 3rd Feb., at Noon.

Belgit (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Feb., at Noon.

Capit (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 12th March, at Noon.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 12th Jan., 1898, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 15th January 1898. [2]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTYNS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [139]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 26th Jan., at Noon.

Chitau (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 12th Feb., at Noon.

Pera (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 3rd March, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 26th January, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. day previous to sailing. Parcel Packages will be received at the Office until 4 P.M. same day; all Parcel Packages should be marked to address in full; value of same to be required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 6th January, 1898. [1]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT

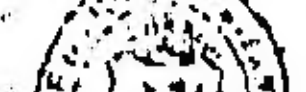
AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 6th March, 1897. [11]

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"VERONA."

Captain C. H. S. Toque, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 27th January, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for France and London will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London. Passengers will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th January, 1898. [5]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia Tuesday ... 1st Feb.

Sachsen Tuesday ... 1st March.

Bayern Wednesday ... 30th March.

Prins Heinrich Wednesday ... 27th April.

ON TUESDAY, the 1st day of February, at 11 A.M., the Company's Steamship "PREUSSEN" Captain P. Wetin, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 27th January. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 31st Jan., and Passengers will be received at the Agency's Office until NOON on MONDAY, the 31st Jan. Consular Invoices are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lines can be washed on board. For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 6th January, 1898. [138]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma 2,549 | A. Dixon Feb. 1.

Victoria 3,167 | J. Truebridge Feb. 22.

Olympia 1,691 | Dobson Mar. 15.

Columbia 2,505 | A. Gow April 5.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Pellam 2,338 | A. Gove Feb. 8.

Braemar 1,601 | E. Porter Mar. 8.

Magnus 3,654 | W. H. Wright Mar. 29.

THE attention of Passengers is directed to the very cheap rates offered by this Line. Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL Park route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$28.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).